

## DETAILS OF INSPECTION VIOLATIONS

NO.	LOCATION DESCRIPTION	REF.	POINTS	CRITICAL
1	<b>INTEGRATED PEST MANAGEMENT (IPM)</b>	40	0	No
ALTHOUGH THE CHEF MAKES INSPECTIONS OF ONCOMING FOOD SHIPMENTS AND LOGS THE RESULTS, THERE IS NOTHING WRITTEN IN THE IPM PLAN ABOUT WHO MAKES THESE INSPECTIONS AND WHEN. <a href="#">Now implemented in Integrated Pest Management plan.</a>				
2	<b>INTEGRATED PEST MANAGEMENT (IPM)</b>	40	0	No
OLDER LOGS OF INSPECTIONS FOR PEST ACTIVITY INCLUDED ENTRIES OF TIME, SO NIGHT TIME INSPECTIONS COULD BE VERIFIED. THE NEW LOGS DON'T INCLUDE A TIME COLUMN AND THERE IS NO RECORD OF AT LEAST SOME INSPECTIONS BEING MADE AT NIGHT. <a href="#">Time column now implemented in log sheet for inspection of pest activity.</a>				
3	<b>POTABLE WATER - PRODUCTION</b>	06	0	No
THE BUNKERING/PRODUCTION HALOGEN ANALYZER CHARTS HAD A RECORDING RANGE OF 0-100, BUT THE ACTUAL RANGE OF MEASURE IS 0-5 PPM, BASED ON THE TESTS MADE BY THE ONBOARD ENGINEERS. <a href="#">New charts received.</a>				
4	<b>POTABLE WATER - PRODUCTION</b>	06	0	No
MANY OF THE RECENT PRODUCTION HALOGEN ANALYZER CHARTS HAD NO INDICATION OF CALIBRATION WRITTEN ON THE CHART AND THERE WAS NO SEPARATE LOG ENTRY EITHER. <a href="#">Implemented</a>				
<del>5</del>	<del><b>POTABLE WATER - DISTRIBUTION</b></del>	<del>06</del>	<del>0</del>	<del>No</del>
<del>THE FAR POINT (BRIDGE) HALOGEN ANALYZER CHARTS HAVE A WEEKLY RECORDING PERIOD, SO ALTHOUGH THEY ARE INITIALED DAILY, THEY ARE ONLY CHANGED ON A WEEKLY BASIS.</del>				
<del>6</del>	<del><b>POTABLE WATER - DISTRIBUTION</b></del>	<del>06</del>	<del>0</del>	<del>No</del>
<del>SEVERAL OF THE DISTRIBUTION HALOGEN ANALYZER CHARTS HAD NO INDICATION OF CALIBRATION OR THAT THE CALIBRATION WAS CHECKED WRITTEN ON THE CHART, AND THERE WAS NO SEPARATE LOG OF CALIBRATION.</del>				
7	<b>POTABLE WATER - TANKS</b>	07	0	Yes
THE POTABLE WATER TANKS SHARE A WALL WITH THE HULL OF THE SHIP. A VARIANCE REQUEST WAS SUBMITTED BY THE COMPANY AND IS UNDER REVIEW BY THE VSP. RECORDS OF THE MONITORING ALREADY BEGUN ONBOARD WERE REVIEWED DURING THE INSPECTION. <a href="#">Variance request approved by e-mail from Wayne Hall 13-01-2004</a>				
8	<b>POTABLE WATER - BACKFLOW PROTECTION</b>	08	0	No
THE INTERNATIONAL SHORE CONNECTIONS FOR THE SHIP'S FIRE SYSTEM WERE NOT PROTECTED WITH REDUCED PRESSURE ASSEMBLY BACKFLOW PREVENTERS. THE PURCHASE ORDER WAS REVIEWED AND THE BACKFLOW PREVENTERS SHOULD ARRIVE FOR INSTALLATION WITHIN 10 DAYS. <a href="#">Backflow Preventers installed.</a>				
9	<b>POTABLE WATER - BACKFLOW PREVENTION</b>	08	1	No
THE FLEXIBLE SHOWER HOSES IN ALL THE PASSENGER CABINS WERE NOT PROTECTED FROM BACKSIPHONAGE WITH A BACKFLOW PREVENTER. THIS IS A REPEAT ITEM FROM THE 16 MARCH INSPECTION. <a href="#">Backflow Preventers installed.</a>				
10	<b>AIR SYSTEMS - VENTILATION FAN ROOMS</b>	41	0	No
ALTHOUGH THE CONDENSATE DRAIN PANS IN THE AIR-CONDITIONING FAN UNITS ARE ACCESSIBLE, FAN UNIT #3 HAD A CONDENSATE COLLECTION PAN WHICH WAS CORRODING AND BECOMING DIFFICULT TO CLEAN. <a href="#">Work Order have been made and implemented in the maintenance system and all drip pans have been cleaned</a>				
11	<b>TOP OF THE YACHT BAR - PANTRY #6</b>	28	0	No
THE CLEAN GLASS RACK WAS SUBJECT TO SPLASH FROM THE ADJACENT 3 BUCKETS STORED AND THE HANDWASH STATION. PROVIDE A SHIELD ON THE PORT SIDE OF THE CLEAN GLASS STORAGE RACK. <a href="#">Splash shield have been made and installed</a>				

12	TOP OF THE YACHT BAR - PANTRY #6	20	0	No
THE ABSORBENT GASKET WHERE THE UPPER ICE MAKER JOINS THE BIN OF THE ICE MACHINE WAS DIFFICULT TO CLEAN AND RELEASED WATER WHEN TOUCHED.				
<a href="#">Gasket has been removed .</a>				
13	TOP OF THE YACHT BAR - PANTRY /36	26	0	Yes
THERE WAS MOLD RESIDUE PRESENT ALONG THE FRONT PANEL OF THE ICE MACHINE CUBER SECTION NEAR THE WATER TRAY AND PASSING ALONG THE CHUTE PANEL BELOW.				
<a href="#">The Ice Machine has been cleaned</a>				
14	TOP OF THE YACHT BAR	33	1	No
THERE WAS A LARGE GAP ALONG THE FORWARD/STARBOARD CORNER OF THE BAR COUNTER AT THE DECK.				
<a href="#">Gap now sealed.</a>				
15	TOP OF THE YACHT BAR	21	1	No
A STAGNANT, MOLDY WASTEWATER WAS PONDING ON THE DECK AT THE FORWARD STARBOARD SIDE UNDERCOUNTER TECHNICAL COMPARTMENT.				
<a href="#">Area been cleaned and sealed. Checked for leakage and condensation.</a>				
16	TOP OF THE YACHT BAR	21	1	No
THERE WAS STAGNANT, DIRTY WASTEWATER POOLING ON THE DECK IN THE AFT UNDERCOUNTER TECHNICAL COMPARTMENT. THERE WAS A DECK SINK PRESENT IN THE COMPARTMENT, BUT IT HAD A RAISED COAMING WHICH PREVENTED THE SURROUNDING PART OF THE COMPARTMENT TO DRAIN THERE. IN ADDITION THE DECK SINK DRAIN HAD NO COVER, AND LARGE PIECES OF DEBRIS WERE CLOGGING THE DRAIN.				
<a href="#">Area been cleaned and sealed. Checked for leakage and condensation.</a>				
17	LIDO STARBOARD - COLD PANTRY #5	19	0	No
THE NEWLY INSTALLED UTENSIL DIPPER WELL WAS INSTALLED DIRECTLY BENEATH THE PAPER TOWEL DISPENSER FOR THE ADJACENT HANDWASH SINK.				
<a href="#">Towel dispenser moved to new location.</a>				
18	LIDO PORT - PANTRY #5	34	0	No
A WATER LEAK WAS PRESENT BELOW THE DISHWASH MACHINE.				
<a href="#">The leak has been repaired.</a>				
19	LIDO PORT - HOT GALLEY	21	1	No
THE OPEN CHANNEL AT THE ENTRY DOOR LOCK WAS AVAILABLE FOR INSECT HARBORAGE AND MADE CLEANING DIFFICULT.				
<a href="#">Sealed off pipe penetration</a>				
20	LIDO PORT - HOT GALLEY	33	1	No
BULKHEAD PENETRATIONS FOR THE FIRE SUPPRESSION WIRING WERE OPEN, PREVENTING CLEANING AND LEAVING ACCESS FOR PESTS. THE BULKHEAD MOUNTED FIRE SUPPRESSION SYSTEM CONTROL BOX HAD A LARGE HOLE FOR A PIPE PENETRATION WHICH ALSO SHOULD BE SEALED.				
<a href="#">Sealed off pipe penetration</a>				
21	LIDO PORT - PANTRY #5	26	0	Yes
THE PREVIOUSLY CLEANED DEEP FRYER COILS WERE SOILED WITH BURNED ON GREASE DEPOSITS.				
<a href="#">Coils has been cleaned.</a>				
22	PANTRIES #3 AND 4	36	0	No
THE ARTIFICIAL LIGHTING AT THE SINKS IN THESE LOCATIONS WERE BELOW THE MINIMUM 220 LUX (20 FOOT CANDLES).				
<a href="#">Change new all light fixtures in pantries #3 and 4</a>				
23	MAIN GALLEY	33	1	No
THE JUNCTURE AT THE BULKHEAD AND DECK ALONG THE STARBOARD SIDE WAS SOILED WITH A BLACK MOLD RESIDUE.				
<a href="#">Scheduled for next dry dock.</a>				

24    **MAIN GALLEY - GENERAL**

33            1            No

BULKHEAD AND DECKHEAD ATTACHED SWITCHES, BOXES, WIRES, AND VENT COVERS MADE PROPER CLEANING DIFFICULT. SOME SUCH ATTACHED EQUIPMENT WAS ALSO SOILED WITH DUST AND GREASE RESIDUE.

[Equipment cleaned.](#)

25    **PROVISIONS**

36            0            No

ARTIFICIAL LIGHT LEVELS AT THE ENTRY OF THE FISH WALK-IN FREEZER AND THROUGHOUT THE DRY STORES WALK-IN.

[Changed new all light fixtures in dry stores and fish walk-in freezer.](#)

26    **MAIN GALLEY - POT WASH**

28            0            No

THE CURRENT ARRANGEMENT HAS A CLEAN DISHWARE RACK DIRECTLY IN FRONT OF THE WASH SINK AND SOME CLEANED STRAINERS HANGING DIRECTLY OVER THE WASH SINK. RECOMMEND INSTALLING A SHIELD ON THE CLEAN RACK SECTION FACING THE WASH SINK AND NOT STORING OR HANGING ANY CLEAN ITEMS OVER THAT SINK.

[Shield mounted](#)

28    **COMMENT - CORRECTIVE ACTION STATEMENT**

\*            0            No

IN DEVELOPING THE CORRECTIVE ACTION STATEMENT FOR THIS INSPECTION, CRITICAL-ITEM DEFICIENCIES (DESIGNATED WITH YES IN CRITICAL COLUMN (WORTH 3 - 5 POINTS), WHETHER DEBITED OR NOT, SHOULD INCLUDE STANDARD OPERATING PROCEDURES AND MONITORING PROCEDURES IMPLEMENTED TO PREVENT THE RECURRENCE OF THE CRITICAL DEFICIENCY.

PREPARE CORRECTIVE ACTION STATEMENT AS A WORD PROCESSING OR SPREADSHEET FILE WHICH WILL BE SENT TO USPHS / VSP AS AN EMAIL MESSAGE ATTACHMENT. PLEASE EMAIL CORRECTIVE ACTION STATEMENT TO: [VSP@CDC.GOV](mailto:VSP@CDC.GOV)

USE EMAIL MESSAGE SUBJECT LINE: SHIP NAME - CAS - [INSERT INSPECTION DATE] .

28    **FOOD SERVICE GENERAL**

15            0            Yes

THERE IS POSSIBILITY, BASED ON THE PACKAGE LABEL THAT THE ST. THOMAS DAIRIES HALF AND HALF PRODUCT AND MILK IDENTIFIED IN PROVISIONS STORES DO NOT COMPLY WITH GRADE A STANDARDS AS SPECIFIED IN LAW. RECOMMEND HOLDING OR DISCARDING THESE PRODUCTS UNTIL SUCH A DETERMINATION CAN BE MADE.

[A new vendor is providing milk in St. Thomas, which fulfills grade A standards.](#)